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HAND BOOK
OF
JAPAN

WITH NOTES ON
Hongkong, Canton, Macao, Shanghai

(With Map of Japan)

GUY H. B. SMITH,
Capt. U. S. Army

1910

The University of Chicago
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May 1897

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E. C. McCULLOUGH & CO., Inc.

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Hand Book *of* *Japan*

Those contemplating a trip to Japan should have a definite idea of where to go, what to see, and how much the trip will cost. To avoid unnecessary inconvenience and annoyance, one must also be well posted on many practical points, information in regard to which cannot be obtained from ordinary guide books.

This book contains, in condensed form, just the information that a tourist will need, both in planning his trip, and in actually traveling through that most unique and fascinating of all countries.

The information is set forth under the following heads:

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TIME OF VISIT.

The best time to visit Japan is probably in April and May, when the country abounds in the delicately tinted

cherry blossoms and beautiful flowers, and in October and November, when the chrysanthemums are in bloom and the autumn tints of the maples add to the beauty of the scene.

The last of June and the first part of July are the rainy season. July, August, and September are hot and liable to be rainy. December is dry but cold. January, February and March are cold.

CLOTHING.

For Hongkong, take light clothing.

For Japan, take plenty of warm clothing, as it will be needed in the northern sections and in the mountains, even during the warm season. For summer, take also light clothing.

To avoid catching cold, due to the sudden change in going from the warm climate of Hongkong to the colder climate of Japan, pack warm clothing in the steamer trunk to be taken in the stateroom, where it will be immediately accessible upon reaching Japan. Take, also, overcoats (or wraps) and overshoes.

If necessary, one may have clothing made by tailors in Hongkong, Nagasaki, Kobe, or Yokohama. Heavy underclothing may also be bought at these places.

If one intends to do a great deal of walking, or mountain climbing, stout shoes and suitable clothing should be taken.

Tuxedo, or evening dress suit, and evening dress for ladies, is always in keeping for dinner at the best hotels in

the larger cities, though the limitations of a tourist's wardrobe is sufficient excuse to omit these extras.

At most of the Japanese social functions the men wear frock coat and silk hats.

If desired, an army or naval officer may take his full dress uniform, as there are official occasions on which this would be considered the proper dress for an officer. (For instance, the Imperial Review at Tokyo on the Emperor's Birthday, November 3rd.)

MEDICAL ATTENDANCE.

At the larger ports, such as Nagasaki, Kobe, Yokohama and Tokyo, American and European doctors are available, but this is not generally the case in smaller towns, or inland cities.

It is advisable to take, in the valise, a packet of simple remedies for minor ailments.

GENERAL SUGGESTIONS FOR ITINERARY.

If starting from Manila, by taking a liner, instead of an army transport, one is afforded the opportunity of visiting Hongkong, Canton (one of the world's most unique cities), and Macao (the "Monte Carlo of the Orient.") Some liners also stop at Shanghai.

A round trip ticket, Manila to Nagasaki and return, good for about four months, can usually be obtained.

The Pacific Mail steamers stop at Hongkong about 8 days on the outgoing trip from Manila, but do not stop

there on the return trip. The Japan Mail steamers (the Nippon Yusen Kaisha line) stop at Hongkong two days on the outgoing trip, and three days on the return trip.

The various steamship lines will gladly furnish all the information desired.

If it is desired to visit Miyajima (one of the "Three Most Beautiful Scenes of Japan") on the northern coast of the Inland Sea, one had best proceed from Nagasaki by rail. Otherwise it would be necessary to incur the extra expense of returning to Miyajima from Kobe.

Those not desiring to visit Miyajima are advised to proceed through the Inland Sea to Kobe (at the eastern exit) by boat.

On the return trip, some steamship lines do not give accommodations to those booked from Kobe or Nagasaki, until after those booked from Yokohama have been provided for, therefor, on the northward trip, it is advisable to proceed from Kobe by rail, and, on the return trip, to take the boat at Yokohama.

BOOKINGS.

To secure good steamer accommodations on the outgoing trip from Manila or Hongkong, one should make application therefor a month or more prior to the date of sailing. *On the return trip, timely application for accommodations should be sent to Yokohama, even if one does not intend to embark until the boat reaches Kobe.*

CURRENCY.

In CHINA the Mexican dollar of 100 cents, *value very fluctuating*, with 1 cent copper, and 5, 10, 20, 50 cent and one dollar silver pieces; also notes of 1, 5, 10, 25, 50, 100, and 500 dollars issued by various banks.

In JAPAN the yen of 100 sen, with 1-2, 1, and 2 sen copper, 5 sen nickel, and 10, 20, and 50 sen silver pieces, 5, 10, and 20 yen gold pieces, and notes of 1 yen, 5 yen, 10 yen, 100 yen, etc. The yen is approximately equal to 50 cents, gold currency.

Local currency may be obtained at the hotels, stores, Cook's offices, banks, etc., but the best rate of exchange, in both China and Japan, will probably be obtained at the money changers.

In Hongkong the money changers are on Queen's Road, Central, near the market.

A better rate of exchange is given by the money changers at Yokohama than by those at Nagasaki.

Money changers come aboard the boats in port, but their rate of exchange is usually not advantageous.

Before changing your money, ascertain the rate of exchange from the daily papers, or from some one who is posted on the subject.

As Hongkong currency is not accepted in Shanghai, nor Chinese currency in Japan, one must not obtain more local currency than he intends using at that place.

On leaving China, such local currency as one still has should be changed back again, or else changed into Japanese currency. Observe the same principle on leaving Japan.

Have plenty of small change on hand for tips, ricksha hire, etc.

Gold coin and gold certificates secure the best rate of exchange. The rate on bank notes is nearly as high. That on silver may be as much as 5 per cent, or more, lower.

METHOD OF CARRYING MONEY.

Security against loss, and convenience of carrying, may be insured by the use of LETTERS OF CREDIT, CIRCULAR NOTES, TRAVELERS' CHECKS, ETC. For very large amounts, the use of one of these methods is advisable.

For LETTERS OF CREDIT, etc., a charge is made of from 1 1-4 to 1 1-2 per cent, or more, on the amount in question. In addition to this fact, the banks do not give as high a rate of exchange as the money changers, who, of course, do not cash Letters of Credit, etc.

GOLD COIN, though insuring the best rate of exchange, is heavy. If carried, the coins should be distributed evenly in a money belt *with compartments*.

If possible, obtain GOLD CERTIFICATES. These insure, generally, the same rate of exchange as gold coin, and are more conveniently carried. If gold certificates are not obtainable, get BANK NOTES.

The proper use of a MONEY BELT is a sufficient guar-
anty against loss of money by either carelessness or theft.

Never remove the money belt, except when absolutely necessary. Do not carry more money in the *pocket* than will probably be needed for the expenditures of the day. As a precaution against theft, the belt, at night, should be worn next to the body.

A lady may safely carry her money in a suitable bag, suspended securely from the waist, under the outer skirt.

At night the bag should be worn next to the body, and, in a railroad train, on the side farthest from the aisle.

If, on a train, the watch be placed under the pillow, put it **inside** the pillow case, with the opening of the pillow case farthest from the aisle.

These are not comments on the honesty of the Japanese people. They are precautions that should be observed in every country.

In hotels, money may be deposited in the safe.

An army or navy officer may sign his PAY ACCOUNTS in advance, and leave them with the paymaster, indorsed, to be placed to his credit, when due, in a local bank that has a branch in Japan (for instance the International Banking Corporation). By arrangement with the home bank, it will notify the Japanese branch upon receipt of the deposit, whereupon the funds will be available thereat. The charge is about 2 per cent premium,. If sufficient time is available, the bank notification may be sent by mail. This may

take two weeks or more from Manila, depending on the boat schedule. If time is important, the notification must be cabled, in which case there will be an extra charge of about ₱1.56 (Philippine currency) per word for cable service, probably a total of ₱7.80 for the message.

PASSPORTS.

The restriction of passports was abolished in 1899.

PERMITS.

Permits to visit various places such as the Imperial Palace and Nijo Castle at Kyoto, and the Castle at Nagoya may be obtained through your legation at Tokyo.

As considerable time is necessary to obtain these, it is advisable to mail your application at least a month prior to your departure from Manila, requesting that the permits be sent to you in care of your consul at Kobe. This will enable you to visit these places on your trip northward by rail. Kyoto, being inland, will not be a stopping place on your return trip from Yokohama, if the journey be made by boat. (See General Suggestions for Itinerary.)

Make your application thus:—

.....
Date, etc.

The Chargé d'Affaires;
American (or other) Embassy,
Tokyo, Japan.

SIR:

I have the honor to request that you obtain for

.....
(Here, insert the names of each member of the party)

permits to visit the Imperial Palace and Nijo Castle at Kyoto and the Castle at Nagoya.

Kindly mail the same to me in care of the American (or other) Consul at Kobe.

Thanking you for your kindness,

I remain, sir,

Very respectfully,

.....
A letter should then be sent to your consul at Kobe, requesting him to hold the permits until your arrival.

A permit to visit the castle at Osaka may be obtained at the City Office, 1-4 hour from the Osaka Hotel.

For permit to visit the Imperial mint at Osaka inquire at the Osaka Hotel.

CUSTOM HOUSE.

Hongkong is a free port, except as regards the introduction of wines, spirits, and malt liquors.

In Japan, no *formal entry* is required of personal effects of tourists, but baggage should be opened freely to avoid trouble.

Tobacco, liquors, bicycles, sporting goods and most other articles, except ordinary personal effects, are liable to duty.

Such dutiable articles as have been purchased in China, may be left in bond at Nagasaki, and be picked up on the return trip, thus avoiding payment of duty.

When packages are taken ashore from a steamer, the custom house regulations require that they shall be accompanied by a paper (furnished by the ship's quartermaster) setting forth the number of packages, and giving the name of the launch or number of the sampan on which the passenger goes ashore. Foresight in obtaining this little slip will save much trouble and annoyance.

On return to Manila, all baggage, except hand baggage, is taken to the custom house where it is strictly examined in the presence of the owner, or his representative.

A cheerful compliance with the requirements of the custom house regulations, and a willingness to show promptly the contents of all baggage will usually insure better treatment on the part of the custom house officials.

As the payment of duty on goods, on entering the Philippines, does not preclude a second payment of duty on the same goods on entering the United States, it is often advisable to leave such articles in bond in Manila. The storage tax is only 2 centavos a day.

LANGUAGE.

At the hotels, stores, banks, etc., there are clerks who understand English, but much annoyance will be experienced in endeavoring to make the ricksha and chair coolies understand you.

The safest plan is to decide where you wish to go before leaving the hotel, and have the hotel clerk give the necessary directions to the coolie. In shopping, some clerk in the store

can direct your coolie to the next store you desire to visit.

It is well to learn some few useful words or expressions, such as, stop, go ahead, right, left, turn around, etc., and jot them down for ready reference.

THE WELCOME SOCIETY.

The object of this society is not only to welcome, but to render assistance to foreign visitors during their stay in Japan. The head office is at the Tokyo Chamber of Commerce, Tokyo, with branches at Kobe and Osaka. The agents are the Nippon Yusen Kaisha and the Toyo Kisen Kaisha S. S. lines and Thomas Cook & Son at Yokohama, Kyoto Chamber of Commerce at Kyoto, the Nippon Yusen Kaisha at Nagasaki, and Thomas Cook & Son at Hongkong

By the payment of three yen (\$1.50 gold currency) one becomes a member of the society, entitling him and his family to receive the services of the Society without further charge. This includes obtaining guides, etc.

A map and guide book of Japan are presented to members of the Welcome Society. Price of each to non-members 50 sen.

THE JAPAN TOUR COMPANY.

This company conducts parties through Japan. The following is a quotation from their pamphlet:

"The company's usual itinerary is for a thirty-five days' trip (5 weeks) which includes Yokohama, Kamakura, Tokyo, Nikko, Chuzenji, Miyanoshita, Hakone, Shizuoka, Kyoto, Nara, Osaka and Kobe. Should tourists desire to

make trips other than mapped out in the regular itinerary, they can be assured that they will be asked the lowest prices possible. Those who desire to travel exclusive of the regular daily charge, and yet have the benefit of the experience of the company's guide, can do so by paying their expenses and those of the courier with the exception of the latter's hotel charges.

CHARGES FOR REGULAR TOUR.

(EMBRACING THE POINTS GIVEN ABOVE.)

Cost of the trip for a party of 2 to 5 persons, per day for each person.....	-Y-17.00
Cost of the trip for a party of over 5 persons, per day for each person.....	-Y-16.00
Cost of the trip for one person, per day.....	-Y-20.00

The above charges per day include all traveling expenses and first-class hotel and railway accommodations throughout the entire route as given in the itinerary, and these charges are based on a very liberal scale. The price also includes ricksha fare while tourists are with couriers, all fees at hotels and tea houses, railway porters, etc. * * The company's charges do not include wine or laundry work."

Head Office: 14 Bund (Upstairs) over C. P. R. Co.'s Office, Yokohama.

GUIDES.

For general traveling and sightseeing, the services of a guide are not necessary. The complete itinerary at the end of this pamphlet cites all of the places of interest usually

visited by the tourist. The full information regarding each place may be obtained in the booklets which are furnished gratis to guests at most, if not all, of the larger hotels.

When possible, obtain at your hotel a ricksha man who speaks English, and engage him for the entire time of your stay at that place. Thus the extra expense of a regularly licensed guide will be saved. It would be advisable to write in advance to secure the services of such a coolie.

On special occasions a guide may prove useful.

Licensed guides may be obtained at the principal hotels of all large cities, or by application at the Guides association, or at the Oriental Guides Society at Yokohama and Kobe, with branches at Tokyo and Kyoto, or at the Welcome Society.

The wage of a guide varies with the locality, but it is about -Y-4 a day, with 50 sen added for each member of the party in excess of two. To this must be added the guide's traveling expenses.

For Canton a guide is necessary.

HOTELS.

Throughout the "beaten route" in Japan, there are first class hotels, erected especially for the accommodation of foreign tourists. "European food" is served, and the table fare and service are very good.

A list of the best hotels in each city is given after the name of that city in the itinerary at the end of this pamphlet. Only such as have "European accommodations" are cited.

It is advisable to telegraph ahead for hotel accommodations.

The charges for good accommodations of room and board, for one, vary from about 4 yen to 7.50 yen (\$2 to \$3.75 gold) a day. In some hotels 30 sen (15 cents gold), per scuttleful, is charged for coal used in the room.

Basket luncheons will be put up by hotels for use on the various expeditions.

When desired, tea, coffee, or chocolate, with bread or toast, will be served (without charge) in the room before rising. It is customary to give a small tip to the waiter or waitress bringing it.

All of the good hotels have white enamel bath tubs with hot and cold water. (No extra charge for bath.)

If desired, the "hotel runner" will purchase your railway ticket, check your baggage, and deliver the tickets, checks and change to you at the station. Give him a fee of 50 sen when you leave.

As a precaution against an overcharge, have the hotel clerk pay your ricksha coolie on your arrival at the hotel.

In the seaport towns, each hotel has its own launch, which meets all passenger steamers. A charge is usually made for both passengers and baggage.

JINRICKSHAS AND SEDAN CHAIRS.

Sedan chairs and rickshas in Hongkong, sedan chairs in Canton, rickshas and carriages in Shanghai, and rickshas in Japan are the vehicles generally used by tourists.

In Hongkong, rickshas are used only in the lower parts of the city, unless one has extra coolies. For climbing the hills, a "chair" must be taken. (For instructions to ricksha and chair coolies, see LANGUAGE.)

In HONGKONG, rates of hire (in Hongkong currency) are as follows:

Chair, 2 coolies, inside city limits.

1-2 hour.....	15 cts.
1 hour.....	25 cts.
3 hours.....	60 cts.
6 hours.....	80 cts.
One day, 6 a. m. to 6 p. m.,	\$1.50.

Chair, 4 coolies, outside city limits.

1 hour.....	75 cts.
3 hours.....	\$1.50
6 hours.....	2.50
One day.....	3.50

Jinrickshas (rubber tired).

1-4 hour.....	10 cts.
1-2 hour.....	15 cts.
1 hour.....	20 cts.
Every subsequent hour..	15 cts.

In SHANGHAI, the rates of hire for rickshas are approximately the same. If there are two in the party, more comfort at about the same expense will be secured by taking one of the carriages, which will be found in waiting near the landing.

In JAPAN, rates of ricksha hire are variable. In some localities the rate is based on the time, in others on the distance.

As the rates in different cities are not the same, the probability of an overcharge will be avoided by having the hotel clerk pay the ricksha coolie who brings you from the station. Upon arriving at the hotel, ask the local rates of ricksha hire, and do not accede to a ricksha man's demand for more.

The *average* rate of hire is from 20 to 30 sen (10 to 15 cents, gold) an hour. By previous agreement, a reduction may be obtained for several hours, or all day.

Street rickshas can usually be obtained for a less rate than hotel rickshas, though they are liable to be somewhat shabby.

As a matter of precaution, one should take note of the number of his ricksha, though the ricksha men seem to be honest, and bundles may be left in their charge while shopping in the stores.

Note the time when you engage your ricksha or chair.

When practicable obtain a ricksha man who speaks English (see Guides).

RAILWAYS.

The accommodations are 1st, 2nd, and 3rd class, the cars being marked by a white band, a blue band, and a red band, respectively.

The fares for 1st, 2nd, and 3rd class, are in the ratio of $2\frac{1}{2}$, $1\frac{1}{2}$, and 1, respectively.

The 2ND CLASS ACCOMMODATIONS are often exactly the same as the first, the only difference being in the people who take advantage of them. *Many of the better class of foreign tourists travel 2nd class, finding the comfort practically the same, and the railway fare much cheaper.*

CHILDREN between four and twelve years old travel half price, and those under four, free.

At the railway stations, one may buy, for about 8 sen, a little earthenware pot of tea, and a cup. The pot may be subsequently refilled for a few sen.

TAX ON PASSENGERS on railways, electric tram-cars, and steamships (since January 1st, 1905)

Under 5 miles.....	{ 1st Class.....	5 sen.
	{ 2nd Class.....	3 sen.
Between 5 and 100 miles..	{ 1st Class.....	20 sen.
	{ 2nd Class.....	10 sen.
Between 100 and 200 miles	{ 1st Class.....	40 sen.
	{ 2nd Class.....	20 sen.
200 miles and more.....	{ 1st Class.....	50 sen.
	{ 2nd Class.....	25 sen.

TIME LIMIT ON TICKETS. Tickets for distances, not exceeding 50 miles, are good only on the day of issue. Those for distances of between 50 and 100 miles are good for 2 days, including the day of issue. For distances exceeding 100 miles, tickets are good for 2 days, with an additional allowance of 1 day for each additional 100 miles, or fraction thereof.

STOP-OVERS. Stop-overs at any of the "Stop-over Stations" are permitted, so long as the time limit on the ticket is not exceeded.

ADDITIONAL FARES. If desiring to travel beyond the destination named on the ticket, or to change to a car of superior class, or to board a train without a ticket, due to lack of sufficient time to purchase one, permission to do so must be obtained by making prompt application to the guard in charge of the train, and an extra fee must be paid. Otherwise the passenger must pay an *additional fare* instead of merely an extra fee.

In reference to this matter, the apparent lack of an effective check upon the actions of the passengers is due, undoubtedly, to the confidence of the railway officials in the honesty of the patrons of the railway. *Do not let a desire to get more than you pay for, tempt you to be guilty on a fact, which, if detected, would be considered, by the Japanese, as a reflection on the honesty of the nation to which you belong.*

INTERCHANGE TICKETS. (Quotation from a publication of the "Welcome Society.")

"The holder of a first or second class ticket of the Nippon Yusen Kaisha or the Great Northern S. S. Company from America to Kobe and further west, or from Yokohama to the Continents of Asia or Australia may make a land journey, without extra charge, by the Tokaido line between Yokohama and Kobe, and from Kobe he may continue the land trip to Shimonoseki, by obtaining an interchange ticket from

the Nippon Yusen Kaisha or the Great Northern S. S. Co.; and travellers from the Continents of Asia or Australia who hold the companies' tickets to Yokohama and farther east, are allowed the same privilege.

"1st and 2nd class passengers of the Nippon Yusen Kaisha and the Deshler have the option of travelling on land by rail without extra charge, between Kobe and Shimonoseki or Moji, while passengers of the Great Northern S. S. Company are allowed the same privilege between Kobe and Nagasaki.

"Railway tickets for these journeys are issued, at the request of the passengers, by the agents of the steamship companies at Yokohama, Kobe, and Nagasaki, or on board the steamers."

IMPERIAL GOVERNMENT TOKAIDO RAILWAY, BETWEEN
TOKYO (SHIMBASHI) AND KOBE.

On express trains on this line an extra charge is made for an "EXPRESS TICKET" as follows:

Under 150 miles.....	{ 1st Class..... 1 yen. 2nd Class..... 60 sen.
150 miles and more.....	{ 1st Class..... 1.50 yen. 2nd Class..... 1 yen.

The accommodations are poor, according to our notions of luxury, but the express trains carry coaches that are comfortable and easy riding.

It is advisable to take a steamer rug, or other suitable covering, to spread out on the long cushioned seats, which are liable to be dirty from coal dust and cinders.

There are DINING CARS in which one may obtain a fairly good meal, but a much safer plan is to have a basket luncheon (containing some bottles of good drinking water) put up at the hotel.

The SLEEPING CARS are divided into compartments, each containing four curtained berths. Unless all four berths are paid for, one does not have the exclusive use of the compartment. Other drawbacks usually induce foreign tourists *on this line* to travel by day. The charge for sleeping car accommodations is four yen (\$2 gold) in addition to the charge for first class ticket. Telephone to the railway station several hours in advance to have your berth reserved.

CHILDREN under six, not occupying separate berths, are not charged for sleeping car accommodations.

IMPERIAL GOVERNMENT SANYO RAILWAY, BETWEEN KOBE
(SANNOMIYA) AND SHIMONOSEKI.

The charge for an "EXPRESS TICKET" is the same as on the Tokaido Railway, (see above).

The accommodations on this line are excellent, and the meals in the DINING CARS are good. The SLEEPING CARS are similar to those in the United States.

Charge for SLEEPING CARS as follows:

Whole night, 1st class.....	-Y- 2.50
Half night, 1st class.....	-Y- 1.50
Lower berth, 2nd class.....	40 sen.
Upper berth, 2nd class.....	20 sen.

IMPERIAL GOVERNMENT NIPPON RAILWAY, BETWEEN UENO
OR YUENO (TOKYO) AND AOMORI, AT THE NORTHERN
END OF THE ISLAND.

DINING CARS are attached to every express train.

Charge for SLEEPING CAR accommodations -Y-2.50.

IMPERIAL GOVERNMENT KYUSHU RAILWAY, BETWEEN NA-
GASAKI AND MOJI

This railway has no sleeping or dining cars.

BAGGAGE.

Limit yourself to such baggage as is absolutely necessary.

Mark all of your baggage plainly with your name, and
(for the steamer) with the number of your stateroom and
your destination, using the pasters of the ship's company,
a supply of which should be obtained at the ticket office.

On some steamship lines, the baggage is not checked,
so one must assure himself that his baggage has been put
aboard and that it is not put ashore at any port without his
authority.

It is known that, due to this lax system, the baggage
of a whole family (traveling on one of the largest and best
liners) was not put aboard at Manila, and that of another

was taken ashore without authority, by a "runner" of one of the largest and oldest hotels in Hongkong.

Two steamer trunks, one for each occupant, in addition to the hand baggage, can usually be put in the stateroom. The remainder of the baggage is placed in the baggage room, where it is accessible during a stated time each day. The baggage clerk will find your trunk for you, put it in a convenient place, and unstrap it, for which service a small fee should be given. On arrival at a port, the hotel runner will attend to getting your baggage to the hotel. To avoid the inconvenience of delays, such hand baggage as contains articles which will be immediately necessary on reaching the hotel should be taken with you.

Have the hotel clerk pay the coolie for bringing your baggage.

Upon request, the hotel will send your baggage to the station, or the boat, and, if desired, the hotel runner will check it to its destination. A sufficient amount must be given him to pay for the ticket, and the excess baggage, if there be any. In addition, a suitable fee should be given for his services. 50 sen is sufficient.

BAGGAGE IS CHECKED on trains, as in the United States.

Weight of baggage carried free on trains.

133 lbs. on 1st class ticket.

80 lbs. on 2nd class ticket.

Most railway stations have PORTERS wearing red caps. Hand baggage may be intrusted to them, for which service a small fee should be given.

For distances of over 50 miles, STOP OVER PRIVILEGES are granted. When desired to have the baggage delivered at the intermediate station, notice to that effect must be given at the initial station. If delivery at a second intermediate station is desired, a note permitting such delivery must be obtained at the initial station

The transit charge for BICYCLES and PERAMBULATORS is 2 sen per mile, the minimum charge being 40 sen.

If one intends to make many purchases of articles more or less bulky, such as linens, silks, kimono, coats, bric-a-brac, etc., for which there will not be room in his trunk, the carrying of an extra empty steamer trunk, or "telescope," etc., will avoid the necessity of purchasing one in Japan.

FEEs, TIPS, ETC.

No tips or gratuities are accepted at palaces, castles, and government buildings which are shown to foreigners as a matter of courtesy.

Fees of varying amounts are often charged at temples, daibutsus, etc.

In taking trips into the country by ricksha, it is customary to permit the coolies to rest at the tea houses along the road, and to give them a few sen for tea money.

Kumsha. This is a term applied to a gratuity solicited, in addition to the regular amount paid for services. For

instance, when a ricksha man has had a hard trip, a kumsha of 10 or 20 sen, or more, according to circumstances, may be well deserved and much appreciated. On the other hand, when a purchaser has spent a considerable amount in one store, he may request a kumsha, and some article, of value proportionate to the amount of the purchase, will usually be forthcoming.

SHOPPING.

Throughout the Orient, there is a general principle practiced of asking a price much above that which it is eventually expected to receive. Therefore, always offer an amount considerably below the first price quoted by the merchant, and insist upon a reduction. Systematic bargaining may often result in securing a reduction of from 10 to 20 per cent on high class goods, to 50 or 70 per cent on more inexpensive goods, especially those of the itinerant hawker.

This principle does not usually apply to European stores, but it is so generally practiced among native dealers, even in the largest and handsomest establishments, that the offering of a price less than the original quotation is in no way a reflection upon the merchant.

In general, do not buy from venders who bring their wares on board the ships in port, as the articles are usually poor in quality and high in price.

If one intends to pass through the same places on the return trip, he may reserve his purchases until he has obtained a good idea of the quality and prices of goods. However,

if one sees a good bargain, or an article that is especially desired, he should buy it then, as it may disappear before his return.

The following list gives what are generally conceded to be the best places at which to buy the articles named therein. Regarding many articles, personal tastes differ, but the cloisonné, damascene, jade, satsuma, and tortoise shell should be purchased at the places named :

Bamboo work, Kobe, Kyoto, Yokohama or Tokyo.
Baskets, Tokyo.
Bronze, Kyoto or Tokyo.
Brocades, new, Shanghai.
Brocades, old, Kyoto or Canton.
Canton linens, 1st Canton, 2nd Hongkong.
Canton china, Hongkong or Canton.
Carved ivory, Canton, Hongkong or Japan.
Carved sandalwood, Canton or Hongkong.
Carved wooden articles, Nikko.
China, Japanese, Kyoto, Yokohama, Tokyo.
Cloisonné, Chinese, Hongkong, Canton or Shanghai
CLOISONNE, JAPANESE, 1st Nagoya, 2nd Kyoto.
Crapes, silk and cotton, Yokohama.
Cotton, Japanese, Yokohama.
Curios, in all cities.
DAMASCENE, Kyoto.
Dinner cards, in all cities.
Dolls, in all cities.

Drawn work, Swatow drawn work is the best, 1st Swatow,
2nd Hongkong.

Elephant blankets, Hongkong or Shanghai.

Embroideries, old, 1st Kyoto, 2nd Tokyo.

Embroideries, new, Yokohama, Kyoto or Kobe.

Furniture, carved, Canton, Hongkong or Nikko.

Furs, 1st Shanghai, 2nd Nikko.

Gauze, embroidered, Yokohama.

Ivory, carved, Canton, Hongkong or Japan.

JADE, 1st Canton, 2nd Hongkong.

Laces, Shanghai.

Lacquer ware, Chinese, Canton, Hongkong or Shanghai.

Lacquer ware, Japanese (superior to Chinese), Kyoto,
Yokohama, Tokyo or Kobe.

Mandarin coats, 1st Canton, 2nd Hongkong.

Miniature portraits on ivory, Hongkong.

Oriental rugs, Shanghai or Hongkong.

Photographic developing and printing, Kobe, Yokohama, and Tokyo.

Pongee, 1st Shanghai, 2nd Hongkong, 3rd Japan.

Porcelain, Osaka, Kyoto, Nagoya or Tokyo.

Pottery, Osaka or Kyoto.

Sakai rugs, 1st Sakai, 2nd Osaka, Tokyo or Kobe.

SATSUMA, 1st Osaka (Meisan), 2nd Kyoto.

Shirts, made to order, Yokohama and Kobe (Yamatoya).

Shoes, made to order, Yokohama (Sekido).

Silks, Chinese, 1st Shanghai, 2nd Hongkong.

Silks, Japanese, Yokohama, Osaka, Tokyo.
Scarfs, shawls, etc. (Oriental), Hongkong or Shanghai.
Silver ware, Chinese, Hongkong or Shanghai.
Silver ware, Japanese, Yokohama or Tokyo.
TORTOISE SHELL, Nagasaki, (Yesaki).
Toys, in all cities.
Velvet pictures, cut and uncut, Kyoto or Yokohama.
Water colors, in all cities.

LAUNDRY.

The average price for laundry work is 5 sen ($2\frac{1}{2}$ cents gold) a piece. At Nagasaki, laundry work will be well and expeditiously done during the few hours stay of the boat in port. Give your articles, with list, to your cabin boy, who will attend to turning it over to the laundry man.

Do not have any laundry work done at Hongkong if you can avoid it.

PHOTOGRAPHING AND SKETCHING.

By all means take a camera. The opportunities for taking beautiful, unique, and interesting pictures are too good to be lost.

Films are developed, prints made, and rolls of films for the *usual sized cameras* sold in all the large cities. If you take an unusual size or style of camera, supply yourself fully with films before starting. Films are cheaper in Manila than in Japan.

In Japan, for the Eastman 3-A Folding Kodak, buy 10 exposure rolls, as they are proportionately cheaper than the 6 exposure rolls.

The usual prices in Japan for films, etc., for Eastman's 3-A Folding Kodak are as follows:

6 exposure roll.....	-Y-1.20
10 exposure roll.....	-Y-1.80
Developing 6 exposure roll.....	30 sen.
Developing 10 exposure roll.....	50 sen.
Prints, unmounted, each.....	12 sen

In Kyoto the prices are somewhat higher, and the work is not quite so satisfactory. Excellent work is done at Kobe and Yokohama.

FORBIDDEN DISTRICTS

There are certain districts (near fortifications, barracks, and other military structures, Imperial palaces, etc.,) within which photographing and sketching is prohibited, except by special permit. Accept the situation gracefully and avoid trouble.

Nagasaki, Shimonoseki, and Moji (at the western entrance to the Inland Sea), Miyajima (in the Inland Sea), and Kamakura are a few of the places included within the forbidden zones.

Temples may usually be photographed without a permit. In Nikko, permission may be obtained to photograph the temples by paying *3 yen per temple*.

Photographing the Emperor, or any prince, or princess, without permission, is prohibited.

TEMPLES.

There is a great similarity in temples. In a general sense, if you see one you see all, therefore do not waste your time by visiting temples at each stopping place.

The temples in Nikko, however, are world famous, and one must not fail to pay them a visit. But, that they may be fully appreciated, one must see at least one temple at some other place in order to have a standard of comparison. A visit is recommended also to the Higashi Hongwan-ji temple at Kyoto, this being probably the largest in the Empire.

GEISHA DANCE.

One would hardly consider his visit to Japan complete without having seen a geisha dance.

It is best to make up a party of from four to twenty, including ladies and children, as the necessary expenses can thus be divided.

Arrangements for the dance may be made through the hotel authorities, or by your guide, or by direct application to the landlady of the tea house.

The term "dance" is misleading, as the Geisha dance is merely a succession of poses of the body and arms.

The drinking of saki in miniature saucer-like cups is a part of the ceremony, and, as the act is a national custom, indicating the exchange of good will, it is well for those who

do not desire to drink the liquor to at least raise the cup to the lips.

It is advisable to have with the party some native who speaks English in order that the significance of the various phases of the dance may be understood.

After the completion of the dance, the little geisha girls throw aside their official seriousness, and squat upon the floor to chat with the company. They seem to be especially fond of little foreign children, and they will often take them by the hand, teach them some of the Japanese games, and romp with them as if they were so many school children out for a holiday.

One must go prepared to remove his shoes, as these are never worn in a Japanese house, any more than we would wear our muddy rubbers. The shoes are left just inside the door way.

A cloth shoe, resembling a bed sock, is slipped on over the stocking. To avoid catching cold, it would be well to have at hand a pair of these cloth shoes with an extra warm lining.

THE CHARGE FOR A DANCE of 3 or 4 pieces, by 7 Geisha Girls (4 dancers and 3 players), is about 30 or 35 yen.

In April, the **Cherry Dance**, and in May, the **Kamogara Dance**, both in Kyoto, are given regularly, thus special arrangements are not necessary for these dances.

THE "THREE BEAUTIFUL SCENES"

In native estimation, the "Three Chief Sights," or "The Most Beautiful Scenes" (**San-kei**), in Japan are:

THE SACRED ISLAND OF MIYAJIMA, on the northern shore of the Inland Sea.

AMA-NO-HASHIDATE, a narrow, pine-clad peninsula. This is on the coast, almost directly north from Kobe.

MATSUSHIMA, an archipelago of pine-clad islets, on the eastern coast, northward from Tokyo.

Of the three, the tourist is advised to visit Miyajima, as, to reach either of the other places, a special trip is necessary.

NATIONAL CUSTOMS.

There are many national customs, each of which has some good reason for its existence. Never purposely run counter to any of these, however absurd they may appear to you.

The Japanese do not use chairs, but sit upon the floor matting, which is kept immaculately clean. Therefore the *shoes must always be removed upon entering a Japanese house*. This applies also to the temples.

The Japanese are essentially polite, and innately courteous, both among themselves and towards foreigners. The sincerity of their feelings may be appreciated by the fact that their courtesy is general, not being restricted in its application either to ladies, or to those from whom any benefit could be expected in return. Extend to them the courtesy which

they would naturally expect, without exaggerating it by a facetious desire to amuse yourself or your party. The same pretty deference will be observed on the part of shop girls, chamber maids, and waitress, who respond instantly to a kindly greeting, or friendly smile. Do not misjudge them by thinking that their friendly attitudes are prompted by any mercenary motives.

The Japanese are a hard working little people, following the vocations of every day life, and the fact that their national customs make their country so essentially novel and unique should not be a sufficient excuse for the thoughtless to treat these earnest little people as if their country were a side show instituted for the amusement of the public.

Any discourtesy by a member of a foreign nation, especially the violation of any well known national custom, is considered, by the Japanese, a reflection, not only upon the individual himself, but upon the entire nation to which he belongs. Therefore our patriotism should be an all sufficient incentive to refrain from any act, however insignificant, that might be construed as casting discredit upon the name of our mother country.

RELIGION

Where evidences of religion are ever present, as in Japan, a few words on the subject will not be amiss.

The religions of Japan are two in number, Shinto and Buddhism, the former being indigenous, the latter, in its Chinese form, having first entered Japan via Korea, in the 6th century.

So small were the demands of the Shinto religion upon its adherents, and so meager were the opportunities for display, that it is little wonder that the mystery of the theological dogma, the splendid rites, and the gorgeous decorations, pertaining to Buddhism, should have taken such a strong hold upon the mind and heart of the Japanese people.

These two religions are now so interwoven that neither exists to the exclusion of the other, except in the Province of Satsuma, at the southern extremity of the Empire. Here the Buddhist priesthood has been excluded ever since the betrayal, by some of their number, of the local chieftain into the hands of Hideyoshi.

At birth, a Japanese child is placed under the protection of some Shinto deity, whereas the funeral rites are usually performed according to the ceremonial of the Buddhist religion.

The Shinto religion combines nature worship and ancestor worship. There are gods of wind, ocean, fire, etc.

From the left eye of Izanagi, the Creator of Japan, was born Ama-terasu, the Goddess of the Sun. *She is held to be the ancestress of the line of heaven-descended Mikados*, so that she is honored above all the other gods and goddesses, and the Mikados themselves are considered gods upon earth.

The Shrine of the Goddess of the Sun, near Yamada in the Province of Ise, is the Mecca of Japan.

The *Shinto gateway* or *torii*, in its pure Shinto form, consists of two vertical columns, with a horizontal capping

piece, which projects for a distance beyond each column. A short distance below the capping piece is a second horizontal piece, extending from column to column. In the modified form, the outer ends of the capping piece curve upward, and the whole structure is more decorative.

The presence of the *torii* will at once distinguish a Shinto from a Buddhist temple.

Miniature *torii* are used for many decorative purposes, such as pen racks, picture frames, etc.

The Three Monkeys, or Koshin. Koshin, the deification of the day of the monkey, is represented by three monkeys (*san-biki-zaru*) called respectively *mizaru*, the "blind monkey," *kika-zaru*, the "deaf monkey," and *iwa-zaru*, the "dumb monkey." Their significance is that they will neither see evil, hear evil, nor speak evil.

THE MIKADOS AND THE SHOGUNS

"The first authentic historical records show the Mikados as the rulers of Japan. With the advent of civilization, the history of Japan consisted, in great part, of the rise of successive great families and chiefs. These, while professing a nominal respect for the divine authority of the Mikados, instituted a feudal system, which resulted in making them the real rulers of the country. Yoritomo, the successful chieftain of the house of Minamoto, became the acknowledged head under the title of *Shogun*. * * Thus was inaugurated the dual system of government which lasted down to the year 1868, the Mikado, supreme in name, but powerless,

and dwelling in a gilded captivity at the old capital, Kyoto; the Shogun, with his great feudatories, his armed retainers, and his well filled exchequer, ruling the whole empire from his new capital in Eastern Japan, first Kamakura, then Yedo.

The overthrow of the Shogunate was due to foreign interference in the form of the expedition of Commodore Perry in 1853."

AMBASSADOR, CONSULS, ETC.

When stopping at a port, it is a nice courtesy to call on the consul of your country.

When in Tokyo call on your Ambassador, and also on the Secretary of the Legation, and other diplomatic representatives.

COST OF TRIP.

An approximate idea of the *necessary* expenses of the trip may be obtained as follows:

To the steamship fare (see "Steamship lines"), including the tips to the room boy, waiter, etc., add the railway fare (see Complete Itinerary), and do not forget to include the expenses for the return trip.

To this must be added the daily expenses (here given in U. S. Currency) for hotel, \$2.50 to \$3.75, rickshas, about 85 cents, occasional fees, 25 to 50 cents, and also the amount for usual incidentals, as laundry, (2½ cents apiece), shaves, newspapers, etc.

Thus, \$4.50 to \$5.50 a day, for hotel and incidentals, added to the steamship and railway fare, will give the ap-

proximate necessary expenses of the trip. To this must be added the amount of the purchases one desires to make.

COMPLETE ITINERARY

(Consult the map, pasted inside of the back cover.)

Steamships approaching Japan from the west and south, (as from China, the Philippine Islands, etc.), generally touch first at Nagasaki, and proceed thence, through the Inland Sea, via Kobe, to Yokohama.

Steamships approaching Japan from the east, (as from the United States and Canada), touch first at Yokohama, and proceed thence, generally, via Kobe, through the Inland Sea, to Nagasaki.

Some steamships stop, also, at Moji.

The railway may be taken at Nagasaki, Moji, Kobe, or Yokohama. The tickets, between Japanese ports, on some steamship lines, will be honored on the railway, by arrangement with the purser, before leaving the ship.

Under the heading of "STEAMSHIP LINES," at the end of this book, is given a list of the various lines from Manila, Hongkong, Shanghai, San Francisco, Tacoma, Seattle, and Vancouver, to Japan. The passenger rates are also given.

In the following itinerary, the names of the places are given in the order of sequence, proceeding from Nagasaki to Yokohama. If proceeding from Yokohama to Nagasaki, start at Yokohama, and take the names in reverse order.

The itinerary gives a general idea of what to see at each place. Many other objects of interest will be found, such as museums, art galleries, etc.; attractive bits of scenery, affording the opportunity of making little trips into the country; mountains to climb, etc. Full information regarding all these can be obtained at your hotel.

HONGKONG, 2 days from Manila.

Hongkong is built, mostly, upon a side of one of the miniature mountains, on the northern shore of a rugged little island, about 20 miles east of the estuary of the Chu-kiang, or Pearl, River. The city, nestling among a luxuriance of tropical foliage, is picturesque in the extreme. The **temperature** varies from 44° F. in the winter to 90° F. in the summer.

There are few **customs formalities**, Hongkong being a free port, except as regards the introduction of wines, spirits, and malt liquors.

The steamer anchors in the harbor, passengers and baggage being taken ashore in **launches**. There is no charge on the steamship company's launch. If you have decided on your hotel, patronize its launch, as the hotel runner will attend to your baggage. The saving of trouble is worth the price.

If you are making a continuous trip on the same steamer, such baggage as is not needed may be left aboard.

If traveling on a Pacific Mail Steamer, stay at a hotel rather than on board the steamer during its stay (about 8 days) in port. You will be more independent, aside from

escaping the annoyance caused by the renovating of the ship.

"Chairs" meet the launches at the dock. Let the hotel runner or hotel clerk pay the chair coolie.

HOTELS.

Hongkong Hotel, Pedder St.

King Edward Hotel, Des Voeux Road, Central.

Peak Hotel, at upper terminus of electric tramway

Not conveniently accessible for transients.

Oriental Hotel, Queen's Road Central.

Astor House, Queen's Road Central.

Carlton House, Ice House Road.

Kingsclere (private hotel), Kennedy Road.

St. George's House (private hotel), Kennedy Road.

The two latter hotels are on the hillside, about 10 or 15 minutes by chair, or on foot, from the business portion of the town. On account of the excellence of its accommodations, and table fare, and its reasonable rates, the St. George's House is especially recommended.

Use chairs instead of rickshas, on account of the steep inclines. Note the number of your chair and the time you engage it. The chair coolies understand practically no English. Tell the hotel clerk where you wish to go and request him to direct the coolies. If shopping, have a store clerk give the necessary directions. As the top, or cover, of the sedan chair obstructs much of the view, direct your

coolies to leave it off (unless it threatens to rain). Carry an umbrella or parasol.

Have your money changed to local currency at Chinese money changers near the market house on Queen's Road Central. Do not obtain more local currency than you intend to use, as it is not honored elsewhere except at Canton.

PLACES OF INTEREST. The Peak district, elevation 1,200 to 1,600 ft. Fare on cable tramway, single 30 cents, round trip 50 cents. Botanical Gardens, Bowen Road Aqueduct, the Reservoirs, Recreation Grounds, and Cemetery at Happy Valley.

SHOPPING. Queen's Road Central, 2 blocks from the water front, or "praya," is the principal shopping street. Here may be bought characteristic Chinese and East Indian goods, jade* and silver ware, (Wang Hing, Lock Hing and Wing Fat on Queen's Road Central are reliable), Canton or grass linens*, Swatow pewter ware and Swatow drawn work†, (38 Wellington Road, 37 Queen's Road Central and Yuen Cheong, 52 Wellington Road), Mandarin coats*, carved articles in ivory and sandal wood*, old embroideries, laces‡, oriental rugs, Canton china, carved black wood furniture, pongee‡, cloisonné, rice paper pictures, lacquer ware, elephant blankets, spangled scarfs, East Indian

*Better in Canton.

†Better in Swatow.

‡Better in Shanghai.

shawls, scarfs, etc., miniature portraits on ivory (copy of photograph) for \$5.00 (Hongkong currency) by Yat On, No. 7 Wyndham St.

SIDE TRIPS. If desiring to visit both Canton and Macao, it is advisable to proceed from Canton directly to Macao, and thence back to Hongkong.

CANTON, 8 hours from Hongkong.

At the head of the delta of the Pearl River, about 90 miles from Hongkong, lies the walled city of Canton.

It is a great congested mass of little buildings, huddled together within the surrounding wall, as if for mutual protection from a lawless element without. So narrow are the streets, that, in places, one may stretch out his hands and simultaneously touch the buildings on either side.

The city presents the appearance of a huge bazaar, wherein are displayed an endless variety of Chinese goods of beautiful material and exquisite workmanship.

One may profitably spend 2 days at Canton, though one day will suffice for those who are pressed for time.

HOTELS.

The Victoria Hotel in **SHAMEEN** (the European quarter, on the water front) furnishes excellent accommodations.

The services of a guide are absolutely necessary. Several guides come aboard the boat upon its arrival at Canton, but the selection should not be made promiscuously.

The usual wage of a guide (Hongkong currency) is \$2.00 a day, or for a party, \$1.00 for each member thereof. In addition, there is a charge of \$1.50 for each sedan chair, including that of the guide. Sundry small fees must be paid, to facilitate the inspection of various places of interest.

A satisfactory method is to secure the services of a guide through Cook's Office at Hongkong. The amount charged includes cost of sedan chairs, fees, etc.

Ah Cum John and **Ah On** are considered the best guides. To secure their services, application should be made through Cook's Office several days in advance.

COOK'S CHARGES FOR CANTON GUIDE INCLUDING HIRE
OF CHAIRS, ETC.

For 1 person.....	\$ 8.50 (Hongkong cur'cy.)	
For 2 persons.....	\$11.25.....	\$5.63 each.
For 3 persons.....	\$15.00.....	\$5.00 each.
For 4 persons.....	\$19.00.....	\$4.75 each.
For 5 persons.....	\$23.00.....	\$4.60 each.
For 6 persons.....	\$27.00.....	\$4.50 each.

It is not advisable to have more than 6. in the party. Cook's Office will also secure steamboat tickets, if desired.

To save time, take a steamer leaving Hongkong in the evening, and arriving at Canton next morning. Similarly, leave Canton in the evening. In taking the boat for Canton, *be sure that your ricksha coolie takes you to the right wharf, and that you get aboard the right steamer.*

FARE: HONGKONG TO CANTON AND RETURN.

Hongkong Currency.

Hongkong, Canton & Macao Steamboat Co.....	\$16
Messageries Cantonaises.....	\$10
Yuen On Steamboat Co.....	\$ 8

The last named company has good accommodations, and it is much patronized by those in moderate circumstances.

These fares entitle passenger to single berth in stateroom. An extra charge is made for meals. Have a *basket luncheon*, including some bottles of good drinking water, put up on the boat, as to return to the hotel for the noon meal would mean a loss of time.

PLACES OF INTEREST.

The City Wall, West Gate.

King Fisher's Feather Workers.

Rice Paper Picture Painters.

Edible Birds' Nests Vendors.

Old Embroidery Shops.

Jade-stone Street.

Sai-hing Street.

Ivory Carvers.

Execution Ground.

Water Clock.

Temples.

Nam-hoi Prison.

Five-story Pagoda.

City of the Dead.

Etc., Etc., Etc.

SHOPPING. The guide probably receives, from each merchant to whom he takes you, a commission, which is included in the price you pay. Therefore it is more than ever necessary to *bargain for low prices.*

Embroidered Canton linens and silks (Hang Cheong Tai and Vo Chou, reliable). Canton china, mandarin coats, carved articles in ivory and sandalwood, jade, old brocades, cloisonné, lacquer ware.

MACAO, 7 hours from Canton, or 3 hours from Hongkong.

FARE: HONGKONG TO MACAO AND RETURN.

Hongkong, Canton and Macao Steamboat Co., about....	\$8
Messageries Cantonaïses.....	\$5
Yuen On Steamboat Co.....	\$4

HOTELS. Macao Hotel, electrically lighted, and the hotel "Boa Vista."

Macao guides may be engaged at the hotels. On account of its many gambling saloons, Macao has been called the "Monte Carlo of the Orient."

PLACES OF INTEREST.

Ruin of San Paulo.

Camoens' Gardens and Grotto.

Fan-tan Gambling Saloons.

Porta do Cerco.

Flora, Governor's Summer Palace.

Lighthouse.

Bella Vista.

Public Gardens.

SWATOW, about one day by boat from Hongkong.

The best place in the Orient for embroidered linen and drawn work.

For particulars, consult Cook's Office.

SHANGHAI ("The Paris of the Orient"), 3 days from Hongkong.

HOTELS. Palace Hotel, Astor House.

Shanghai is on the Wangpoo River, 12 miles from its confluence with the Yangtszekiang at **Woosung**. The steamer anchors at Woosung and the passengers are taken up the river by launch, a ride of about 1½ hours.

The city is divided into 3 distinct districts. The International Settlement, the French Concession, and the Native City.

Though rickshas and tram cars are available, it will probably be found more convenient to take a carriage. If one be not too critical of appearances, he may use a street rig, many of which will be found along the Bund (water front) near the landing. A little judicious bargaining will secure the services of one of these rigs for the whole day for \$3 Shanghai currency. A sufficient time must be granted the driver for his noon meal. Do not pay him *any thing* until you dismiss him for the day.

If desiring to use an International Settlement ricksha to visit the French settlement, see that the vehicle has, on the back, the *double license*, one for each settlement.

PLACES OF INTEREST. Foochow Road (the Broadway, or Picadilly, of China) which, if practicable, should be seen at night.

The Native City. For this, one should have a guide (obtainable at the hotel) or an English speaking ricksha coolie.

Sicawei Road, leading to the Jesuit Mission at Zi-ka-wei. Loongwha Pagoda and the "Ningpo Joss House."

SHOPPING. The principal foreign shops and stores are on the Nanking Road which terminates at the Palace Hotel.

Furs, Yung Foong Tai, 133 Honan Road; Sin Yuen Zeang & Co., 8 Honan Road.

Chinese silks, brocades, satins.

Irish lace, and embroidery, at Zi-ka-wei Convent, (go in the morning).

Industrial mission, on Nanking Road.

Curios and brass, in Pig Alley.

NAGASAKI, 2 days from Shanghai, or 4 days direct from Hongkong.

HOTELS. Nagasaki Hotel, Japan Hotel, Bellevue Hotel, Cliff House, Hotel Antonetti, Hotel de France.

If, at the end of his trip, the tourist intends to leave Japan from Nagasaki (as in going to Hongkong or Manila), he should leave "in bond," at this port, any dutiable articles

he may have, and pick them up on his return trip. For this transaction it is well to secure the services of some one as an interpreter.

Nagasaki is noted for a delicious kind of jelly, made from seaweed.

PLACES OF INTEREST. The *fish market* has the reputation of being one of three, which show the greatest variety of fish in the world.

It is interesting to watch the *coaling of the ships* in the harbor. The gangs of Japanese, men, women, boys, and girls, stand on huge improvised steps, slung against the ships' side, and pass the baskets of coal from hand to hand.

There is nothing of special interest in Nagasaki which cannot be seen elsewhere in Japan.

With two coolies, one may take a *pleasant ricksha ride* over the ridge of the narrow peninsula to the little fishing village of **Mogi** where a fish dinner may be obtained. (Do not confuse Mogi with Moji.)

SHOPPING. *The best tortoise shell articles in Japan are obtainable here.* One is advised to go to Y. Yesaki, 57 Imauwono-machi, who is perfectly reliable.

The purchase of other characteristic articles of Japanese make had best be made at the places mentioned under the general head of "Shopping." (See page 25.)

The leather trunks, and most of the leather suit cases, sold in Japan, are not sole leather, though the shopkeeper

will probably tell you that they are. They are made of leather, glued to sheets of heavy pasteboard.

If intending to proceed to Moji by rail, remain all night at Nagasaki, as the railway line has no sleeping cars.

There are 7 tunnels between Nagayo (20 minutes from Nagasaki) and Isahaya. The picturesque view of Omura Bay, after passing the tunnels, is considered to be the best scenery on this line.

MOJI, 9 hours by train from Nagasaki, 1st class-Y-5.30, 2nd class -Y-3.18.

Moji and Shimonoseki are on the south and north, respectively, of the Straits of Shimonoseki, at the western entrance to the Inland Sea.

HOTELS. Moji Hotel and Ishidaya Inn.

SHIMONOSEKI, 15 minutes by launch from Moji.

HOTELS. Sanyo Hotel.

If intending to visit Miyajima, the tourist may stay all night at Shimonoseki, leave on the train next morning at about 9:30, and arrive at Miyajima Station at about 2:30 p. m. If not desiring to remain at Miyajima over night, the reservation of berth, in sleeping car from Miyajima to Kobe, should be made in advance, before leaving Shimonoseki. The night train leaves Miyajima at about 8:30, arriving at Kobe at about 7 a. m. next day.

MIYAJIMA STATION, 4 3-4 hours by train from Shimonoseki. 1st Class -Y-4.35, 2nd Class -Y-2.61; or, 11 hours by train from Kobe, 1st Class -Y-7.40, 2nd Class -Y-4.44.

"Those who prefer to come by water either all or part of the way from Shimonoseki, Kobe (Hyogo), or Osaka, may take one of the Osaka Shosen Kaisha steamers, which pass daily between these ports, changing to or from the railway, at any of the several ports along the route."

THE SACRED ISLAND OF MIYAJIMA also called **ITSUKUSHIMA**, *one of the "Three Most Beautiful Scenes" in Japan.* 1-4 hour by steam boat from Miyajima Station.

HOTELS. Mikado Hotel.

The island, which rises to a height of about 1800 feet, is very picturesque. The Shinto Temple is built partly over the sea, so that, at high tide, it appears to float on the surface of the water. (This effect is marred at low tide.) For the payment of a fee, all of the lanterns in the gallery will be lighted, making a beautiful sight. The large temple gate, or *torii*, is a favorite theme in Japanese art.

OKAYAMA, 6 hours by train from Miyajima. 1st Class -Y-4.05, 2nd Class -Y-2.43.

INN. Miyoshikadan.

At the base of "Crow Castle," so called because the outside wall is painted black, lies the *Kurakuen*, *one of the three celebrated landscape gardens of Japan.*

All kinds of mattings may be bought in the town.

KOBE (SANNOMIYA), 5 hours by train from Okayama, 1st Class -Y-3.35, 2nd Class -Y-2.01; or 11 hours by train from Miyajima. 1st Class -Y-7.40, and 2nd Class -Y-4.44:

Buy your ticket to Sunnomiya, which is the name of the station at which foreign tourists alight.

HOTELS. Oriental Hotel, Tor Hotel, Mikado Hotel, Grand Hotel, California Hotel, Club Hotel, Glenlea Hotel, Hotel Francais.

The "Kobe beef" is celebrated for its excellent quality.

PLACES OF INTEREST. There are many pretty walks, information regarding which may be obtained at your hotel.

There is also a Daibutsu, but this does not merit the trouble of a visit, if one intends to visit the Daibutsu at either Kamakura or Nara.

SHOPPING. Motomachi is the principal shopping street for Japanese stores.

Silks and Embroideries. Nonishi, Matsumoto, Shieno.

Men's Shirts, Etc. Yamatoya, No. 342 Motomachi.

Curios and Fine Arts Goods. Kuhn & Komor, No. 81 Kyomachi; W. Tallers or Daibutsu Gallery, No. 26 Sannomiya-cho; Ikeda & Co., No. 24; Hamada's Fine Art Department, No. 182; Harishin, No. 57.

Bamboo Works. Iwamoto, near Nanko; Tanoka No. 194.

Photographers. Ichida, on Motomachi; Tamamura, on Sannomiya-cho.

Do not forget to obtain, from your consul, your permits to visit the Imperial Palace and Nijo Castle at Kyoto, and the Castle at Nagoya, in case you requested them to be sent to him. (See **Permits** page 9.)

AMA-NO-HASHIDATE, one of the "Three Most Beautiful Scenes" in Japan, 6 hours by train from Kobe to **SHIN-MAIZURU**, 1st Class -Y-4.28, 2nd Class -Y-2.57, thence by steamer, 1 1-3 hours to **MIYAZU**, 1st Class 50 sen. At Miyazu take boat to **ICHONOMIYA**, round trip 60 sen. Whence by climbing 1-2 mile to **Ipponmatsu** on the heights, one reaches the most advantageous point, which commands the whole view of Ama-no-Hashidate.

OSAKA, 3-4 hour by train from Kobe. 1st Class 85 sen, 2nd Class 51 sen.

Osaka is the second largest city in the Empire, its population being 995,900.

HOTELS. Osaka Hotel.

PLACES OF INTEREST. The Castle at Osaka is noted (aside from its historic interest) for the great size of the granite stones in its walls, some measuring at least 40 feet in length. Permits obtainable at the City Office, 1-4 hour from the Osaka Hotel.

For permit to visit the Imperial Mint, inquire at the Osaka Hotel.

SHOPPING. *Curios and Fine Art Goods*, Yamanaka, at Koraibashi.

Silk Mercers. Daimuru and Takashima-ya at Shinsai-bashi-suji.

Satsuma Porcelain. Yabu-Meizan, No. 197 Dojima, is reputed to be the best decorator of Satsuma in Japan.

Sakai Rugs. Mitani in Hommachi.

The *Furitsu Hakubutsu-jo bazaar* deserves a visit.

KYOTO, 50 minutes by train from Osaka, 1st Class -Y-1.13, and 2nd Class 68 sen.

HOTELS. Miyako Hotel, Kyoto Hotel, Yaami Hotel.

PLACES OF INTEREST.

Shops. Even if not intending to buy, one should visit the shops to witness the interesting process of manufacture of Japanese wares.

Imperial Palace and Nijo Castle permits to visit which are obtainable through your legation at Tokyo. (See Permits page 9.)

Higashi Hongwan-ji temple, probably the largest in the Empire. The timbers were hauled into position by ropes made of human hair. One coil of this rope is to be seen on the corridor. *This temple should be visited on account of its size.*

Marumaya Park.

Awata Palace is deserving of a visit by those not fortunate enough to possess a permit to visit the Imperial Palace, as it is, in reality, a "miniature Imperial Palace," and it will give one some idea of the character of the furnishings of such a building. Do not be surprised at its severe plainness.

Geisha Training School (between 11 a. m. and noon.)

School for Fencing, Jujitsu, etc., (between 3 and 4:30 p. m.)

For other places of interest, see booklet of your hotel.

SHOPPING. *Kyoto is considered the best place in Japan for satsuma and damascene, and second to Nagoya for cloisonné.*

Satsuma. Kinkozan, Seifu, Kyoto Tojiki Goshi-kaisha, Watanabe Yo-zan.

Damascene and Bronze. O. Komai, S. Komai, E. Jomi, Nogawa, Kanaya Gorosaburo.

Bronze. Kuroda, Inouye, Kita.

Cloisonné. Y. Namikawa, Kin-un-ken, Takahara.

New Embroidery, Velvets, Mercery. Takashimaya, Nishimura, Daimaru-Ichi, Benten, Tanaka Rishichi, Kawashima.

Old Embroideries. Benten, Matsuba-ya.

Lacquer. Nishimura, Kita.

Curios and Fine Arts Goods. S. Hayashi, S. Ikeda & Co., Yamanaka & Co., Benten & Co., Kynkyo-do, Tomoe Shokwai, Inouye.

Bamboo Work. Ishii Shoten.

SIDE TRIPS FROM KYOTO.

Shooting the **HOZU RAPIDS.**

Basket lunch from hotel. Ricksha to Nijo Station, 30 minutes; train to **KAMEOKA**, 50 minutes; 1st class, 48 sen; 2nd class, 29 sen; walk to boat station 10 minutes. Charge for boat, irrespective of number of occupants, -Y-6 1-2. The boat will hold about 6 passengers. Time on boat 1½ to 2 hours. The trip should be made in the morning. (An additional charge is made for an afternoon trip, on account

of necessitating the crews remaining away from home all night). Back by train from **SAGA** to Nijo Station.

LAKE BIWA, (from Kyoto).

30 minutes by ricksha to station, 30 minutes by train to **BALA** Station for the **OTSU** Wharf, or whole distance, 6 1-2 miles by ricksha. Basket lunch from hotel.

One may take little trips on the lake, or make the entire tour thereof.

Return by boat on canal, which passes through 3 tunnels, the longest being 1 1-2 miles. Private boat may be obtained for -Y-3.

NARA, 2 hours from Kyoto, 1st Class -Y-1.08, 2nd Class 65 sen.

HOTEL. Nara Hotel.

PLACES OF INTEREST.

Park with tame deer.

Daibutsu, larger but less artistic than that at Kamakura.

An ancient bell of large size.

Composite tree, a single tree trunk formed by the twisting together of a camellia, a cherry, a wistaria, and four other trees. Being emblematic of eternal attachment, young lovers tie to the tree pieces of paper containing written vows and prayers.

The annual ceremony of **cutting the deers' horns** is a unique and interesting spectacle.

YAMADA, 8 hours from Kyoto, 1st Class -Y-3.28, 2nd Class -Y-1.97.

HOTELS. Yamada Hotel, Goni-kwai Inn.

Yamada is interesting on account of the festivities incident to the presence of pilgrims visiting the sacred shrines.

A famous dance, called "Ise Ondo," is performed here.

The Shrine of the Goddess of the Sun, the most honored of all the Japanese deities, is the Mecca of Japan.

FUTAMI, about 15 minutes from Yamada by electric tram.

This place is considered, *by the Japanese*, one of the most picturesque on the coast.

The "Wife and Husband Rocks," 2 rocks close to shore, tied together by a straw rope, is a favorite theme in Japanese art.

From the top of the hill Hiyori-yama, only a short distance from the inn, is obtained a beautiful view, including Fuji and other mountains.

TOBA, about 5 miles beyond Futami. The road from Futami is rather hilly, but pretty.

Female Divers. The little province of Shima, in which Toba lies, *has been celebrated from the earliest antiquity for its female divers.* These divers bring up "sea-ears," and a kind of sea-weed, from which is made a delicious jelly, called *tokoro-ten*. The men are lazy and indolent. The women of Shima support their fathers, brothers, and husbands by their diving and their work in the field. So valuable are the girls' services at home that they do not usually marry early in life. Skill as a diver

is one of the essential qualifications for any girl who has matrimonial aspirations. Due to the life they lead, these female divers age quickly.

A beautiful view is obtained from the vicinity of a tea-house called Tofu-ya 1300 feet above the sea, on the mountain Asama-yama. Rickshas go to within a mile and a half of the top. The tourist may return the same way, or send his ricksha to wait at the Naiku Temple, about 5 miles down the gradual incline on the other side of the mountain.

NAGOYA, 3 1-2 hours from Kyoto, 1st Class -Y-4.35, 2nd Class -Y-2.54; or 5 hours from Yamada, 1st Class -Y-2.83, 2nd Class -Y-1.70.

Fourth city in size in Japan, population 288,600.

HOTELS. Nagoya Hotel.

PLACES OF INTEREST. The large **Castle**, permits to visit which may be obtained through your legation at Tokyo (See Permits, page 9.)

SHOPPING. It is said that the best cloisonné in Japan is obtainable here.

Cloisonné. Kumeno (specialty of cloisonné on silver base), Kawaguchi, Honda.

Porcelain. Tashiro-ya (factory shown, cloisonné on porcelain a specialty).

For **FUJI**, popularly called **FUJIYAMA**, the snow-capped Sacred Mountain of Japan, get off the train at Gotemba. The best time for the ascent is from about July 25 to August 10.

GOTEMBA, about 7 hours from Nagoya, 1st Class about -Y-5.25, 2nd Class about -Y-3.15; or 10 1-2 hours from Kyoto, 1st Class -Y-9.60, 2nd Class -Y-5.69; or about 3 1-2 hours from Yokohama, 1st Class about -Y-2.00, 2nd Class about -Y-1.20.

At Gotemba secure guides and horses, also quilts and charcoal (for use in the huts on the summit). The tourist must take his own food with him. It is well to take an extra supply to provide for a possible unavoidable detention on the mountain side, due to stress of weather.

Plenty of warm clothing must be taken, as the temperature, at night, falls below freezing, even in the hottest of summer months. The ascent of the mountain takes from 8 to 10 hours, the descent about 5 hours.

At UMAGAESHI, 7 miles from Gotemba, the horses are generally sent back, and the remainder of the climb must be made on foot.

Charge for coolie guides or Goriki, -Y-1.50 to -Y-3 a day. Charge at huts -Y-1 to -Y-1.20. Hire of horses from Gotemba to Umagaeshi, 7 miles, -Y-1.20 to -Y-1.50, or to TAROBO, 8 miles, -Y-1.50 to -Y-2.10, or to 2nd station, 11 miles, -Y-2 to -Y-2.50.

If intending to spend the night at Gotemba, one should endeavor to arrive early, so as to secure accommodations at one of the inns, Furokan or Gotemba-kan, at each of which European food is served. In this case, start the ascent of the mountain at 2 a. m., witnessing the sunrise on the way up,

and arriving at the summit about noon. The height of the summit is given as 12370 feet above sea level. The number 12365 may easily be remembered by there being 12 months or 365 days in a year. The height of the summit is five feet more than this number. The panorama from the summit, including mountains, rivers, and lakes, which lie in the surrounding 13 provinces, is marvellously extensive. Explore the crater which is 2630 feet in diameter and 450 feet deep, and spend the night in one of the huts on the summit. Descend the mountain the following day. This doubles the chance of obtaining a good view from the summit, as the view is sometimes obscured by clouds.

Instead of pursuing the above method, one may pass the night, either on the ascent, or the descent, at the 7th or 8th station so as to see both the sunset and the sunrise.

The tourist may also make the ascent from the west, OMIYA route; the north, YOSHIDA route; or the east SUBASHIRI route.

MIYANOSHITA, about 2 hours from Gotemba, 1st Class about -Y-2.55, 2nd Class about -Y-2.05, thus: By railway to KOZU, 1st Class 80 sen, 2nd Class 60 sen; tram to YUMOTO, 1st Class 95 sen, 2nd Class 65 sen; ricksha (2 coolies) to Miyanoshita, 80 sen. Hand baggage, if heavy, is carried in separate ricksha (one coolie), 40 sen.

Or

4½ hours from Yokohama, 1st Class -Y-3.05, 2nd Class -Y-2.32, thus: By railway to Kozu, 1st Class -Y-1.30, 2nd Class 87

sen, tram to Yumoto, 1st Class 95 sen, 2nd Class 65 sen; ricksha to Miyanoshita 80 sen.

HOTELS. Fuji-ya Hotel.

PLACES OF INTEREST. The elevation of Miyanoshita above the sea level is 1120 feet. It is in a picturesque, mountainous district, which has natural hot baths. There are numerous pretty walks, and many points of interest within a few hours of the hotel.

A View of Fuji may be obtained by climbing either of the two near-by hills.

Information regarding all points of interest may be obtained from the hotel booklet.

One may well spend several days at Miyanoshita, for the mere pleasure of staying at the Fujiya Hotel, which is one of the most picturesque and attractive in the Orient. Excellent accommodations are furnished its patrons.

SIDE TRIP FROM MIYANOSHITA.

LAKE HAKONE, 6 2-3 miles from Miyanoshita. The trip may be taken on foot, or by chair, or horse.

The lake is picturesque, and, from its shores, a pretty view is obtained of Fuji.

At HAKONE village is an inn, Matsuzakaya, at which European food is served.

From HAKONE one may proceed to MISHIMA, 9 miles, or to ATAMI, 10 miles distant, over JIKOKO-TOGE, the well known pass, from which a grand view is obtained of the TEN PROVINCES PASS.

YOKOHAMA, about 4 1-2 hours from Miyanoshita, 1st Class -Y-3.05, 2nd Class, -Y-2.32, thus: By ricksha to Yumoto 80 sen, by tram to Kozu, 1st Class 95 sen, 2nd Class 65 sen, by railway to Yokohama. 1st Class -Y-1.30, 2nd Class 87 sen.

Or, 3½ hours from Gotemba, 1st Class -Y-2.00, 2nd Class -Y-1.20.

Or 11½ hours from Kyoto, 1st Class -Y-10.41, 2nd Class -Y-6.22.

The through trains from Kyoto to Tokyo do not go into Yokohama, but stop at HIRANUMA, to which station the ticket must be bought. From Hiranuma Station to the hotel district is about 45 minutes by ricksha.

HOTELS. Grand Hotel, Oriental Palace Hotel, Club Hotel, Phoenix Hotel, Wright's Hotel, Hotel de Genève, The Pleasanton, Hotel de Paris, Windsor Hotel, Bluff Hotel, Makado Hotel, Shakespeare Hotel.

For those who desire to spend their money for sight seeing and shopping, and who are content with modest accommodations, the Hotel Genève is recommended.

There are also a number of good boarding houses such as that of Mrs. Pass, at foot of D. Bluff; Mrs. Eagling No. 43 Bluff; Cherry Mount 177 Bluff, No. 84 Bluff.

PLACES OF INTEREST. There are few so called "sights" in Yokohama, but one may use this city as the starting point for a number of trips.

Theatre Street should be seen at night, and also a visit should be paid to a Japanese theatre.

SHOPPING. There are many fine modern stores in Yokohama, but prices are apt to be higher than at Kyoto or Kobe.

On Benten-dori and Honcho-dori are found *most* of the fine stores; and, on Motomachi, the smaller stores, and curio dealers, dealers in brass, etc.

Silks. Ewata, No. 35 Settlement; Tanabe, Shobei and Shieno in Honcho-dori; and, for cheaper articles, Yamaguchi in Otomachi and Goto in Benten-dori.

New and Old Embroideries, Brocades, Velvets, Drawn Work, Etc. Yamamoto, No. 1 Benten-dori; Benten & Co.; Nozawayama No. 30 Benten-dori; Tsuruya in Ishikawa-machi.

Drawn Work and Embroidery. Mrs. Takemura, No. 10 Honcho-dori; Shimasaki, No. 17 Honcho-dori.

Silver Ware and Art Curios. Kuhn & Komor, No. 37 Water St.; Arthur and Bond, Water St.; Musashiya, No. 66 Honcho-dori; Bisansha, No. 33 Honcho-dori; Samurai Shokai, 20 Honcho-dori; Konoike, 47 Honcho-dori; Kuhn & Co., 57 Main St.

Porcelain. Makuka Kozan, in Minami Otomachi; Hottori in Benten-dori.

Cloisonné. Goto, in Uchida-cho, Kawano, in Honcho, dori.

Men's Shirts. Yamatoya, 6 Benten-dori (a "one price" store.)

Leather Goods, Shoes Made to Order. Sekido & Co., 41 Benten-dori.

Leather Trunks. The leather trunks sold in Japan are *not sole leather*, and many of the suit cases are not, so do not put too much faith in the word of the store keeper.

Tailors. There are many good Chinese tailors, for both men and women, who will make almost any kind of a suit, or dress, from a model, or a fashion plate. These tailors do not expect the first price they ask, so do not give it. Give your work to only such tailors as have good recommendations.

Uniforms. An army or navy officer may get *excellent material* for uniforms at a reasonable price, but, naturally, the fit given by a Chinese tailor is not equal to that of a European or an American tailor. As the uniforms made in Japan cost only about half as much as they do in the United States, one should not be too critical of the result. As the fit is not so important in the case of an overcoat or a cape, these two articles of uniform may prove exceedingly satisfactory.

KAMAKURA, 50 minutes from Yokohama, 1st Class 60 sen, 2nd Class 36 sen.

HOTEL. Kaihin-in Hotel.

PLACES OF INTEREST.

Daibutsu. This is probably the best Daibutsu in Japan, being somewhat smaller but *more artistic than that at Nara*. It is a sitting figure 49 feet in height.

ENOSHIMA. This picturesque island is 4 miles distant from Kamakura. An electric tram runs from the vicinity of the Daibutsu to **KATASE** immediately opposite the island. 1st Class 20 sen, 2nd Class 10 sen.

The island has a Sacred Cave.

TOKYO or **SHIMBASHI** (formerly Yedo), 27 minutes from Yokohama, 1st Class 75 sen, 2nd Class 45 sen.

Tokyo is the capital of Japan, and the first city in size (1,818,700 inhabitants).

HOTELS. Imperial Hotel, Metropole Hotel, Hotel Central, Tokyo Hotel.

The good accommodations and reasonable charges at the Hotel Central will be appreciated by those in moderate circumstances.

PLACES OF INTEREST. Like any other great city Tokyo has its many points of interest, too numerous to be cited here. There are also many popular festivals held throughout the year. Information regarding the sights of Tokyo may be obtained at the hotel.

If at the right season of the year (October and November) the tourist should include a Chrysanthemum Show in the places visited. In April the Cherry Blossoms are in bloom.

Imperial Gardens. One should take a ride through these.

47 Ronins. A visit should be paid to the burial place of the 47 Ronins; whose dramatic history merits reading.

SHOPPING.

Silk and Embroideries. Mitsukoshi in Surugacho Takashimaya in Nishi Kon-ya-cho; Daimaru in Hectago-cho; Shirokiya in Tori Itchome; Mizushima in Honcho-Itchome; Hattori near Imperial Hotel.

Old Silk and Embroideries. Iwamoto Denshi-chi, in Naka-dori; Morita 8 Nihombashi Sanai-cho.

Porcelain. Mikawa-ya in Owari-cho Itchome.

Satsuma. Kono, 18 Shiba Tamachi, Shichome.

Lacquer. Kuroe-ya at Tori Itchome; Hayashi at Nihombashi.

Bronze. Miyao No. 1 Nihombashi; Mikawaya at Soto-Kanda; C. Suzuki, in Akashicho.

Silver Ware. Miyamoto Sho at Kyobashi.

Cloisonné. Namikawa, 8 Nihom-bashi; Ueda, at Kyobashi; Ando, in Motosukiya-cho; T. Hattori at Kuremasa-cho.

Ivory. Maruki, at Nihom-bashi; Toyama at Ginza Nichome; Kaneda in Naka-dori; K. Murata at Yokohama-cho; S. Nakamura at Tachibana-cho.

Bamboo Work. Fujimura, at Koji-machi; Kosuge at Shimomaki-cho.

Sakai Rugs. Fujimoto, at Ginza Shi-chome.

Curios. Ikeda, at Owari-cho; Joko at Kyobashi Yumi-cho; Murata Kimbei in Naka-dori; Daizen in Naka-dori; Tamonten at Shin-emon-cho; Seishu-kan at Ginza Sanchome; Koko-do, at Naka-bashi Izumicho.

Pearl, Cultured and Natural. Mikimoto at Ginza Shichome.

NIKKO, 4 1-3 hours from Tokyo, 1st Class -Y-3.40, 2nd Class -Y-2.04.

Travelers on *trains bound for the northern provinces* must change cars at UTSONOMIYA. Travelers from Yokohama change cars previously at SHINAGAWA and AKABANE. The uncertainty of making good connections at these places induces many to go to Shimbashi Station, Tokyo, and to ride thence, by ricksha, across the city to the Ueno Station, taking a train there for Nikko, thus obviating any further change of cars. One may thus remain several hours in Tokyo, if desired.

HOTELS. Kanaya Hotel and Nikko Hotel.

PLACES OF INTEREST.

Nikko is beautiful, both by nature and by art. The tourist should not fail to pay it a visit.

Temples. The world renowned temples of Nikko are the most beautiful in the Empire. They are the burial places of the First and Third Shoguns of the Tokugawa line of the 17th century. Admittance fee 80 sen. Free for children under 12 years of age. A fee of -Y-3 per temple is charged for the privilege of photographing.

The **Sacred Bridge, or Mihashi**, a plain, though costly, structure, on account of the red lacquer with which it is painted, is a favorite subject in Japanese Art. Formerly no one, except a Shogun, was allowed to cross this bridge.

SHOPPING.

Furs. At Nikko may be obtained skins of the badger, deer, marten, wild boar, etc.

Carved Wood. Many articles, artistically carved from wood, such as tables, chairs, picture frames and knick-knacks may be obtained here.

If one does not already possess the "three monkeys" (san-biki-zaru) carved from wood, this is a good place to buy them. Get the three monkeys *carved in one piece*. (For their significance, see RELIGION.)

In leaving Nikko, one is recommended to take jinricksha to IMAICHI station, thus passing through 4 miles of the 25 mile **avenue of gigantic Cryptomerias**. These trees are about 300 years old. The hotel runner will purchase your ticket, check your baggage and take your hand baggage on the train as far as Imaichi, while you are proceeding by ricksha.

LAKE CHUZENJI, about 3 1-2 hours by ricksha from Nikko. Round trip -Y-4.20. (Dinner at Lake Side Hotel -Y-1.50, or basket lunch from hotel at Nikko.)

Lake Chuzenji, which lies at the foot of the mountain Nantai-zan (8150 feet) and is surrounded on the other sides by hills, is 4375 feet above the sea.

The road, first following the river and then zigzagging up the mountain side, is picturesque in the extreme. In May and June the red, white and purple blossoms of the azalea trees, and, in October, the autumn tints of the maple trees, give an added charm to the scene.

The **Kegon-no-taki** water fall, 250 feet high, is reached shortly before arriving at the Lake.

If desired, one may continue on for 7 miles farther to **Yumoto**, where there are hot springs.

MATSUSHIMA, 9 1-2 hours from Nikko, 1st Class -Y-5.98, 2nd Class -Y-3.59.

The archipelago of pine-clad islets called Matsushima is *one of the "Three Most Beautiful Scenes"* of Japan. One should take the train to SENDAI, and stay there all night. Next day take train to SHIOGAMA 1 1-2 hours beyond Sendai and sail thence to the hamlet of Matsushima, 7 miles distant. One may return the same day to Sendai by taking jinricksha from Matsushima to Matsushima station, thence by rail 3-4 hour, to Sendai.

Tokyo from **Sendai**, 9 hours, 1st Class -Y-6.70, 2nd Class -Y-4.02.

The great mistake made by many tourists going to **Japan** is that they have such an exaggerated conception of the beauties of the country, that nothing short of a veritable fairy land could possibly satisfy their expectations. The invariable result is a sense of disappointment.

Do not put too much faith in glowing descriptions that are written to draw trade. Take a sensible view of the matter. Go with the determination to accept gracefully all inconveniences, in order to enjoy yourself to the utmost in a country that is unique and picturesque, and you will feel more than paired for the time and money expended.

STEAMSHIP LINES

List of Steamship Lines between various ports and Japan.

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BETWEEN SEATTLE AND JAPAN

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BETWEEN TACOMA AND JAPAN

Osaka Shosen Kaisha.....	80
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BETWEEN VANCOUVER AND JAPAN

Canadian Pacific S. S. Co.....	71
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BETWEEN VICTORIA, B. C., AND JAPAN

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BETWEEN HONOLULU AND JAPAN

Pacific Mail S. S. Co., Toyo Kisen Kaisha.....	77
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GREAT NORTHERN S. S. CO.

Steamship Minnesota, 28,000 tons.

AGENTS.—Manila: Macleod & Co.

Hongkong: Nippon Yusen Kaisha.

Shanghai: Nippon Yusen Kaisha.

Nagasaki: Nippon Yusen Kaisha.

Kobe: Nippon Yusen Kaisha.

Yokohama: Nippon Yusen Kaisha.

FARES

		Single	Round trip.
<i>Between Manila and...</i> (Philippine pesos and Japanese yen).....	{ Nagasaki....	₱ 90.00	₱ 135.00
	{ Kobe.....	₱ 120.00	₱ 180.00
	{ Yokohama..	₱ 130.00	₱ 195.00
<i>Between Hongkong and...</i> (Mexican dollars and Japanese yen).....	{ Nagasaki..	\$ 99.00	\$ 148.50
	{ Kobe.....	\$ 132.00	\$ 198.00
	{ Yokohama..	\$ 143.00	\$ 220.00
<i>Between Shanghai and...</i> (Mexican dollars and Japanese yen).....	{ Nagasaki..	\$ 38.50	\$ 58.30
	{ Kobe.....	\$ 77.00	\$ 115.50
	{ Yokohama..	\$ 88.00	\$ 132.00

		Single	Round trip 4 mos.	Round trip 12 mos.
<i>Between Seattle and...</i> (U. S. Currency)...	{ Yokohama..	\$200	\$300	\$350.00
	{ Kobe.....	\$200	\$300	\$350.00
	{ Nagasaki....	\$210	\$315	\$367.50

25% REDUCTION for officers of the United States and British Army, Navy, and Marines; U. S. Public Health; Marine Hospital Service; and Missionaries.

CHILDREN, between 12 yrs. and 5 yrs., $\frac{1}{2}$ fare; between 5 yrs. and 2 yrs., $\frac{1}{4}$ fare; under 2 yrs., one child free, others $\frac{1}{4}$ fare each.

SERVANTS.—European servants $\frac{2}{3}$ of 1st class fare; one Asiatic servant free.

Steamship tickets between Nagasaki, Kobe and Yokohama are **HONORED** by **RAIL** without additional charge by arrangement with purser before leaving the ship.

Holders of round trip tickets have the privilege of **RETURNING BY ONE OF THE FOLLOWING LINES**, Great Northern S. S. Co., Canadian Pacific S. S. Co., Peninsular and Oriental S. N. Co., Messageries Maritimes, Norddeutscher Lloyd, Pacific Mail S. S. Co., or Toyo Kisen Kaisha.

SAILING SCHEDULE

EAST BOUND

<i>Leave</i>		<i>Arrive</i>
Hongkong.		Manila..... 2 days.
Manila.....	4 days	Nagasaki..... 9 “
Nagasaki.....	11 “	Kobe..... 13 “
Kobe.....	15 “	Yokohama..... 16 “
Yokohama.....	18 “	Seattle..... 32 “

WEST BOUND

<i>Leave</i>		<i>Arrive</i>
Seattle.....		Yokohama... 14 days.
Yokohama.....	17 days.	Kobe..... 18 “
Kobe.....	21 “	Nagasaki..... 23 “
Nagasaki.....	24 “	Manila..... 29 “
Manila.....	31 “	Hongkong..... 32 “

CANADIAN PACIFIC S. S. CO. (“EMPRESS” STEAMERS)

“Empress of India,” “Empress of Japan,” “Empress of China,” each 6000 tons.

AGENTS.—Manila: Smith, Bell & Co.
 Hongkong: D. W. Craddock.
 Shanghai: A. R. Owen.
 Seattle: A. B. Calder.
 Honolulu: Theo. H. Davies & Co.
 Nagasaki: Holme Ringer & Co.
 Kobe: J. Rankin.
 Yokohama: N. T. Payne.

FARES.—A deposit of 25% of passage money is required on securing passage, and the balance on delivery of ticket. Passengers, not embarking, forfeit deposit, but on notification of at least 3 days prior to date of sailing, transfer to subsequent steamer can be effected.

<i>Between Hongkong and...</i>	{	Nagasaki.....	\$ 99
(Mexican dollars and...	{	Kobe.....	\$132
Japanese yen).....	{	Yokohama.....	\$143
<i>Between Shanghai and....</i>	{	Nagasaki.....	\$38.50
(Mexican dollars and...	{	Kobe.....	\$77.00
Japanese yen).....	{	Yokohama....	\$88.00
	{	Yokohama....	\$200 gold or Y400
<i>Between Vancouver and...</i>	{	Kobe.....	\$200 gold or Y400
	{	Nagasaki.....	\$210 gold or Y420

CHILDREN, between 12 yrs. and 5 yrs., $\frac{1}{2}$ fare; between 5 yrs. and 2 yrs., $\frac{1}{4}$ fare; under 2 years, 1 child free, others $\frac{1}{4}$ fare each.

SAILING SCHEDULE

WESTWARD

<i>Leave</i>	<i>Arrive</i>
Vancouver.....	Yokohama. 14 days.
	Kobe.....15 days.
	Nagasaki..17 days.
	Shanghai..19 days.
	Hongkong.22 days.
Remain in Hongkong 9 days, April 1 to Oct. 31.	
Remain in Hongkong 23 days, Nov. 1 to March 31.	

EASTWARD

<i>Leave</i>	<i>Arrive</i>
Hongkong.	
Shanghai.....	3 days.
Nagasaki.....	5 days.
Kobe.....	6 days.
Yokohama.....	8 days.
Vancouver....	20 days.
Usual stay at ports, Yokohama 24 hours; Kobe, 12 hours	
Nagasaki, 10 hours; Shanghai, 12 to 24 hours.	

JAPAN MAIL S. S. CO., NIPPON YUSEN KAISHA.

AGENTS.—Manila: Warner, Barnes & Co.

Hongkong: T. Kusumoto.

Shanghai: Y. Ito.

Seattle: F. M. Studley.

Moji: Nippon Yusen Kaisha.

Kobe: Nippon Yusen Kaisha.

Yokohama: Nippon Yusen Kaisha.

AUSTRALIAN LINE

Nikko Maru, 5539 tons; Kumano Maru, 5076; Yawata Maru 3817 tons.

FARES

<i>Between Manila and.....</i>	Nagasaki.....	P 120
(Philippine pesos and..	} Moji.....	P 125
Japanese yen).....		P 128
		P 130
<i>Between Hongkong and...</i>	Nagasaki.....	\$ 70
(Mexican dollars and...	} Moji.....	\$ 80
Japanese yen).....		\$ 90
		\$100

CHILDREN, between 12 yrs. and 4 yrs., $\frac{1}{2}$ fare; under 4 yrs., 1 child free, others $\frac{1}{4}$ fare each.

ROUND TRIP TICKETS, 1 8-10 fares, good for 4 months, 10% discount for missionaries.

Steamship tickets between Japanese ports **ARE HONORED BY RAIL**, without additional charge, by arrangement with ship's purser, or by application at the company's Branch Office at place where passenger takes the train.

SAILING SCHEDULE.

TO JAPAN

<i>Leave</i>	<i>Arrive</i>
Manila.....	Hongkong..... 2 days.
Hongkong..... 4 days.	Nagasaki..... 8 days.
Nagasaki..... 8 days.	Kobe..... 10 days.
Kobe..... 11 days.	Yokohama..... 12 days.

FROM JAPAN

<i>Leave</i>		<i>Arrive</i>	
Yokohama.....		Kobe.....	1 day.
Kobe.....	3 days.	Moji.....	4 days.
Moji.....	5 days.	Nagasaki.....	5 days.
Nagasaki.....	6 days.	Hongkong.....	10 days.
Hongkong.....	13 days.	Manila.....	15 days.

AMERICAN LINE.

FARES		Single	Round trip	Round trip
			4 mos.	12 mos.
<i>Between Seattle and.</i> (U. S. Currency).	{ Yokohama.	\$175	\$265	\$305
	{ Kobe.....	\$180	\$270	\$315
	{ Moji.....	\$185	\$280	\$325

CHILDREN, between 12 yrs. and 5 yrs., $\frac{1}{2}$ fare; between 5 yrs. and 2 yrs., $\frac{1}{4}$ fare; under 2 yrs., 1 child free, others $\frac{1}{4}$ fare each.

Steamship tickets, between Japanese ports, are **HONORED BY RAIL**, without further charge, by arrangement with the ship's purser, or by application at the company's Branch Office at place where passenger takes the train.

SAILING SCHEDULE.

<i>Leave</i>	EASTWARD	<i>Arrive</i>
Hongkong.....		Keelung, Formosa, 2 days (some steamers only).
Keelung.....	2 days.	Shanghai..... 4 days.

Shanghai.....	5 days.	Moji.....	7 days.
Moji.....	8 days.	Kobe.....	9 days.
Kobe.....	10 days.	Yokkaichi.....	11 days.
Yokkaichi.....	12 days.	Shimizu.....	13 days.
		(some steamers only).	
Shimizu.....	13 days.	Yokohama.....	14 days.
Yokohama.....	15 days.	Victoria, B. C..	30 days.
Victoria.....	30 days.	Seattle.....	31 days.

WESTWARD

<i>Leave</i>	<i>Arrive</i>
Seattle.....	Victoria, B. C., same day
Victoria, same day	Yokohama..... 17 days.
Yokohama..... 20 days.	Kobe..... 21 days.
Kobe..... 24 days.	Moji..... 25 days.
Moji..... 26 days.	Shanghai..... 28 days.
Shanghai..... 30 days.	Hongkong..... 33 days.

NORDDEUTCHER LLOYD—NORTH GERMAN LLOYD

Steamers from 8009 to 10911 tons.

AGENTS.—Hongkong: Melchers & Co.

Shanghai: Melchers & Co.

Nagasaki: H. Ahrens & Co.

Kobe: H. Ahrens & Co.

Yokohama: H. Ahrens & Co.

ASIATIC LINE

FARES.

<i>Between Hongkong and.</i>	{ Nagasaki.....	\$90
(Mexican dollars and	{ Kobe.....	\$120
Japanese yen).....	{ Yokohama	\$130

ROUND TRIP tickets, good for 6 months, $1\frac{1}{2}$ fares.

CHILDREN, between 12 yrs. and 5 yrs., $\frac{1}{2}$ fare; between 5 yrs. and 3 yrs., $\frac{1}{4}$ fare; under 3 yrs., 1 child free, others $\frac{1}{4}$ fare.

SAILING SCHEDULE.

TO JAPAN

<i>Leave</i>	<i>Arrive</i>
Hongkong.....	Shanghai..... 3 days.
Shanghai..... 5 days.	Nagasaki..... 6 days.
Nagasaki..... 6 days.	Kobe..... 8 days.
Kobe..... 9 days.	Yokohama..... 10 days, re- main 5 days.

FROM JAPAN

<i>Leave</i>	<i>Arrive</i>
Yokohama.....	Kobe..... 1 day.
Kobe..... 2 days.	Nagasaki..... 4 days.
Nagasaki..... 4 days.	Shanghai..... 5 days.
Shanghai..... 7 days.	Hongkong..... 10 days.

PACIFIC MAIL S. S. CO. AND TOYO KISEN KAISHA.

Pacific Mail Steamers:—Mongolia and Manchuria, 27000 tons; Korea and Siberia, 18000 tons; China, 10200 tons; Asia, 9500 tons.

Toyo Kisen Kaisha: Steamers—Tenyo Maru and Chiyo Maru, 21000 tons; Nippon Maru, 11000 tons.

AGENTS.—Manila: Castle Bros.-Wolf and Sons.

Hongkong: S. Silverstone.

Shanghai: R. C. Morton.

San Francisco: Pacific Mail S. S. Co., Flood Bldg.

Honolulu: H. Hackfeld & Co.

Nagasaki: Holme Ringer & Co.

Kobe: W. W. Campbell.

Yokohama: B. C. Howard.

FARES.

<i>Manila to</i>	{	Nagasaki	P 149
(Philippine pesos and	{	Kobe	P 182
Japanese yen)	{	Yokohama	P 193
<i>To Manila, from</i>	{	Nagasaki	Y 90
(Japanese currency) ..	{	Kobe	Y 120
	{	Yokohama	Y 130
<i>Between Hongkong and</i> ..	{	Nagasaki	\$99
(Mexican dollars and..	{	Kobe	\$132
Japanese yen)	{	Yokohama	\$143
<i>Between Shanghai and</i>	{	Nagasaki	\$38.50
(Mexican dollars and..	{	Kobe	\$77.00
Japanese yen)	{	Yokohama	\$88.00

		Single	Round trip.
<i>Between San Francisco &</i> (U. S. Currency).....	{ Yokohama	\$200	\$300
	{ Kobe	\$200	\$300
	{ Nagasaki.....	\$210	\$315
<i>Between Honolulu and...</i> (U. S. Currency).....	{ Yokohama	\$150	\$225
	{ Kobe	\$150	\$225
	{ Nagasaki.....	\$160	\$240

CHILDREN, between 12 yrs., and 5 yrs., $\frac{1}{2}$ fare; between 5 yrs. and 2 yrs., $\frac{1}{4}$ rate; under 2 yrs., 1 child free; others, $\frac{1}{4}$ fare each.

SERVANTS. European servant, $\frac{3}{4}$ of 1st class fare. One Asiatic servant free.

25% DISCOUNT to officers (and their families) of the U. S. Army, U. S. Navy, Public Health, Marine Hospital Service and Missionaries.

Holders of round trip tickets between China and Japan may use **RETURN PORTION OF TICKET** on any one of the following lines: Peninsular and Oriental S. N. Co.; Messageries Maritimes Co.; North German Lloyd; Canadian Pacific S. S. Co.; Great Northern S. S. Co., Pacific Mail and Toyoko Kisen Kaisha.

SAILING SCHEDULE.

WESTWARD

Leave San Francisco.....

“ Honolulu..... 6 or 7 days.

Arrive Yokohama..... 17 or 18 days.

Leave Kobe.....	20 or 21 days.
“ Nagasaki.....	22 or 23 days.
thence,	
{ Leave Shanghai.....	24 or 25 days.
{ Arrive Hongkong.....	27 or 28 days.
{ Leave Manila.....	29 days
{ Arrive Hongkong.....	31 days

Note that, after leaving Nagasaki, some steamers sail for Hongkong via Shanghai, others for Hongkong via Manila. Hongkong, being the end of the run, the steamer remains there about 8 days. Stay at Yokohama about 48 hours; Kobe and Nagasaki 12 hours; Honolulu, Shanghai and Manila 12 to 36 hours.

Leave Hongkong.....	
“ Shanghai.....	3 days.
“ Nagasaki.....	5 days.
“ Kobe.....	8 days.
“ Yokohama.....	11 days.
“ Honolulu.....	21 days.

Arrive San Francisco..... 27 or 28 days.

On the “Intermediate Steamers” China and Asia (5000 tons), the fare is less. The accommodations are not quite so good.

OSAKA SHOSEN KAISHA S. S. CO.

Steamers, 12000 tons; 4 of which accommodate 12 passengers each, and 2 accommodate 6 passengers each.

AGENTS.—Manila: W. F. Stevenson & Co.
 Hongkong: Osaka Shosen Kaisha.
 Shanghai: Arnhold, Karberg & Co.
 Tacoma: Osaka Shosen Kaisha.
 Nagasaki: Osaka Shosen Kaisha.
 Moji: Osaka Shosen Kaisha.
 Kobe: Osaka Shosen Kaisha.
 Yokohama: Samuel Samuel & Co.

FARES

<i>Between Manila and.....</i>	Hongkong.....	P 50
(Philippine pesos and...)	Shanghai.....	P 110
Japanese yen).....	Moji.....	P 120
	Kobe.....	P 120
	Yokkaichi.....	P 130
	Shimidzu.....	P 130
	Yokohama.....	P 130
<i>Between Hongkong and....</i>	Shanghai.....	\$ 50
(Mexican dollars and....)	Moji.....	\$ 60
Japanese yen).....	Kobe.....	\$ 70
	Yokkaichi.....	\$ 78
	Shimidzu.....	\$ 80
	Yokohama.....	\$ 80
<i>Between Shanghai and.....</i>	Moji.....	\$ 30
(Mexican dollars and....)	Kobe.....	\$ 40
Japanese yen).....	Yokkaichi.....	\$ 44
	Shimidzu.....	\$ 46
	Yokohama.....	\$ 48

<i>From Seattle, or Tacoma, to</i> (U. S. Currency).....	{	Yokohama.....	\$105
		Kobe.....	\$105
		Moji.....	\$105
		Shanghai.....	\$125
		Hongkong.....	\$125
<i>To Seattle, or Tacoma, from</i> (U. S. Currency).....	{	Manila.....	\$125
		Manila.....	\$150
		Hongkong.....	\$125
		Shanghai.....	\$125
		Moji.....	\$105
		Kobe.....	\$105
		Yokkaichi.....	\$105
	{	Shimidzu.....	\$105
		Yokohama.....	\$105

CHILDREN, between 12 yrs. and 4 yrs., $\frac{1}{2}$ fare; under 4 yrs., 1 child free, others $\frac{1}{4}$ fare.

15% DISCOUNT for Members of Diplomatic and Consular Service, and their families.

SAILING SCHEDULE.

EASTWARD

<i>Leave</i>	<i>Arrive</i>
Hongkong.....	Keelung, Formosa, 2 days (some steamers only).
Keelung..... 2 days.	Moji..... 5 days
Moji..... 6 days.	Kobe..... 7 days.
Kobe..... 9 days.	Yokkaichi..... 10 days.

Yokkaichi.....	10 days.	Shimidzu.....	11 days.
			(some steamers only).
Shimidzu.....	11 days.	Yokohama.....	12 days.
Yokohama.....	13 days.	Taconia.....	29 days

WESTWARD

<i>Leave</i>	<i>Arrive</i>
Tacoma.....	Yokohama..... 19 days.
Yokohama..... 21 days	Kobe..... 22 days.
Kobe..... 25 days.	Moji..... 26 days.
Moji..... 27 days.	Manila..... 33 days.
Manila..... 37 days.	Hongkong..... 39 days, re- main 8 days.

PENINSULAR AND ORIENTAL S. N. CO.

AGENTS.—Manila: W. F. Stevenson & Co.
Hongkong: E. S. Hewett.
Shanghai: A. M. Marshall.

FARES.

		Single	Round trip.
<i>Between Hongkong and.</i> (Mexican dollars and Japanese yen).....	Nagasaki.....	\$ 90
	Kobe.....	\$120
	Yokohama....	\$130
<i>Between Shanghai and..</i> (Mexican dollars and Japanese yen).....	Nagasaki.....	\$ 35
	Moji.....	\$ 50
	Kobe.....	\$ 70
	Yokohama....	\$ 80

CHILDREN, between 12 yrs. and 3 yrs., $\frac{1}{2}$ fare; under 3 yrs., 1 child free, others $\frac{1}{4}$ fare each.

SERVANTS. One Asiatic or Japanese servant free.

SAILING SCHEDULE.

INTERMEDIATE LINE

The accommodations on this line are not so good as on the "mail steamers." Tonnage of steamers from 4600 to 6700.

TO JAPAN

<i>Leave</i>	<i>Arrive</i>
Hongkong.....	Shanghai..... 4 days.
Shanghai..... 7 days.	Moji..... 15 days.
Moji..... 16 days.	Kobe..... 17 days.
Kobe..... 19 days.	Yokohama..... 21 days
	remain 7 to 11 days.

FROM JAPAN

<i>Leave</i>	<i>Arrive</i>
Yokohama.....	Kobe..... 1 day.
Kobe..... 2 days.	Shanghai..... 6 days.
Shanghai..... 11 days.	Hongkong..... 14 days.
Some steamers stop also at Tsingtau and Foochow, China	

EASTERN AND AUSTRALIAN S. S. CO.

AGENTS.—Manila: Macondray & Co.

Hongkong: Gibb, Livingston & Co.

Shanghai: Gibb, Livingston & Co.

SAILING SCHEDULE.

TO JAPAN

<i>Leave</i>	<i>Arrive</i>
Manila.....	Hongkong..... 2 days.
	Shanghai..... 8 days.
	Moji..... 11 days.
	Kobe..... 13 days.

FROM JAPAN

<i>Leave</i>	<i>Arrive</i>
Kobe.....	Moji..... 1 day.
	Hongkong..... 8 days.

Note that these steamers do not stop at Manila on the return trip.

CHINA AND MANILA S. S. CO.

Steamers Rubi and Zafiro.

AGENTS.—Manila: Warner, Barnes & Co.

FARES.

Between Manila and Hongkong, single ₱50, round trip good for 4 months, ₱80 (Philippine currency).

SAILING SCHEDULE.

On every Saturday, one steamer of this line leaves Manila for Hongkong, and the other steamer leaves Hongkong for Manila



Mikado Hotel Kob
Hagashi Kawa

UNIVERSITY OF CHICAGO



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